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Hongkong Daily Press.

ESTABLISHED 1857

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A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies Acts, England.
Insurance in Force ... \$4,132,000
Assets ... 7,114,490.81
Income for Year ... 3,073,834.81
Total Security to Policyholders 7,883,882.53

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GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
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SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [4191]

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DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the
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Telephone 126.
Hongkong, 27th January, 1910. [364]

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SURGEON DENTIST,
No. 10, D'AGUIAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [432]

**PEAK TRAMWAYS COMPANY
LIMITED.**

TIME TABLE

WEEK DAYS.

7:00 a.m.	to 10:00 a.m.	Every 10 minutes.
10:00 a.m.	to 11:00 a.m.	Every 15 minutes.
11:30 a.m.	to 12:45 p.m.	Every 15 minutes.
12:45 p.m.	to 1:15 p.m.	Every 10 minutes.
1:15 p.m.	to 1:45 p.m.	Every 15 minutes.
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INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF
HIGH CLASS
AERATED WATERS

THIS SEASON'S PRICES:

	Pst Doz.
SODA WATER	50 cents
POTASH, SALTZ & B. P.	60 "
SODA	60 "
LEMONADE	65 "
TONIC WATER	75 "
LITHIA WATER	75 "
GINGER ALE	75 "
SARSAPARILLA	75 "
ORANGE CHAMPAGNE	75 "
LEMON SQUASH	75 "
RASPBERRYADE	75 "

SPECIALITIES:

STONE GINGER BEER	85 cents.
DRY GINGER ALE	Pints \$1.00; Splits 60 cents.
LIME FRUIT CHAMPAGNE	Pints \$1.00; Splits 60 cents.

Bottles will be charged for at the rate of \$1.20 per dozen, and credited in full on being returned in good condition.

A. S. WATSON & CO.
LIMITED,
HONGKONG, CHINA & MANILA.
[25]

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BIRTHS.
At Shanghai on 20th May, to Mr. and Mrs. W. BURNELL, a son.
At 64, Avenue Dubail, Shanghai, on 21st May, to Mr. and Mrs. H. MEYER, a daughter.

HONGKONG OFFICE: 10A, DES VOGES ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 27TH, 1910.

APART from its indication of international amity, which is extremely satisfactory, the signing of the agreement whereby Great Britain, France, Germany and America share equally in the loan for the construction of the Hankow-Szechuan Railway is noteworthy as bringing a long-protracted period of negotiations fraught with the clashing of opposing interests to a conclusion and as marking another stage in railway progress in China. When China first conceded to foreign countries the right to build her railways, she granted exceptional powers to the holders of the respective concessions, but what is perhaps more remarkable is that she voluntarily admitted in 1899 the principle that her officials were incompetent to honestly administer the proceeds of a foreign loan to the satisfaction of the investor. Having once placed her financial probity in question it followed that it has not been easy to restore it. It was perhaps only to be expected that China would not rest under this stigma, and her efforts to re-assert her dignity were therefore perfectly natural. Unfortunately, the Powers were divided as to the extent of the sympathy with which they regarded these aspirations, and the fact of one country being willing to concede to China more

favourable terms in this matter than others conducted to much international bickering and jealousy. The different attitude of British and German financiers on this question led to the latter establishing their influence on the Yangtze, while British prestige suffered in consequence. The point, which then was discussed, as it is likely to be discussed in subsequent agreements, was whether "Kowloon" terms were to be conceded or whether "Kowloon" terms were to be exacted. The former is based on the Tientsin-Pukow Railway Loan Agreement, by which the construction and control of the line were vested in the Chinese Government, in addition to the power to appoint qualified German and British chief engineers acceptable to the parties (Deutsche-Asiatische Bank and Chinese Central Railways, Limited) advancing the money. In that agreement the absolute control of the funds was placed in the hands of the Chinese Director-General, and there was no provision for the service of a foreign accountant to certify payments, as in the case of previous loans. The terms were in fact the most favourable ever conceded to China, and established the principle that she could be trusted to spend a foreign loan honestly. But apparently the situation offered temptations which the native officials could not resist, and exposures, involving charges of corruption and bribery against the Director-General, were made. "Kowloon" terms are, of course, those obtaining in the Canton-Kowloon railway loan, in which a British chief engineer and British chief accountant are associated with the Chinese Managing Director in the supervision of the funds. This agreement was for a time regarded as the best negotiated, but events happened which showed how liable human judgment is to err, and the working out has proved something in the nature of a boom-erang to the advocates of foreign financial control. The theory underlying a loan agreement which reflects on the integrity of the Chinese officials by providing for foreign supervision of accounts is strengthened by the enormous peculations of the managing director of one section of the Tientsin-Pukow line, and doubtless it will be some little time yet before the Chinese can eliminate that reflection. In the present loan Great Britain, France, Germany and America are to participate equally in the £6,000,000 issue, and materials will be purchased in the cheapest market. The chief engineer and the agent for the purchase of materials on the Canton-Hankow section are to be British, while on the Hankow-Szechuan section the corresponding posts are to be given to Germans, while the extensions of the latter line are to be carried out equally by Great Britain, France and America. One commentator on the agreement, the issue price of which is to be £95, describes the terms in general as being the most liberal ever extended to China, and "mark the final step to a full recognition of her rights in supervision of foreign loans." At any rate, the outcome may be regarded as satisfactory to all parties and as indicating that unnecessary competition on the part of foreigners to advance money to China will in future give place to more amicable arrangements.

The French Mail of the 26th April was delivered in London on the 26th inst.

It is alleged from Peking that Germany is encroaching upon Chinese territory in the neighbourhood of Tientsin.

The steamer *Oceanic* is at present loading coal in Hongkong for the British squadron at Weihaiwei.

The Rev. J. A. A. Baker has been ordered home to England on account of ill-health. He leaves the Colony on June 18th by the str. *Asia*.

Two steamers named *China* are at present in the harbour—one belonging to the Austrian Lloyd and the other to the Pacific Mail Steamship Company.

All the passengers on the s.s. *Asia*, which left Hongkong on April 2nd, were vaccinated at San Francisco as a precaution against contagion from two cases of smallpox which developed on board in the Orient.

The Colonial Secretary has received the following telegram from the Secretary of State: "Referring to my telegram of the 13th May, half mourning will come to an end on June 30th, instead of July 29th."

A Chinese appeared before Mr. E. R. Hallifax at the Magistracy yesterday on a charge of picking a countryman's pocket in Queen's Road on Thursday and stealing \$180 gold. The hearing of the case was adjourned.

On June 23rd there will be produced at the Adelphi Theatre three Japanese plays—*The Mirror*, founded by Rosina Filippi on a Japanese legend; *A Japanese Revenge*, dramatised from a short story by Sir Arthur Conan Doyle; and *Jappy Chappy*, a children's musical extravaganza.

The masters of fishing junks who obstructed the passage to the Kowloon wharves were fined \$10 each by Mr. J. R. Wood at the Magistracy yesterday.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 14th May amounted to 19,000.30 tons and the sales during the period to 34,727.45 tons.

According to the latest advice from Manila, transmitted to us by the American Consulate-General at Hongkong, the cyclone or typhoon was yesterday east of southern Formosa, moving N.E.

Vice-Admiral von Ingenohl, Commander of the German Asiatic Squadron, was received in audience by their Majesties the Emperor and Empress of Japan on the 13th inst. Ambassador Baron Mumm accompanied the Commander.

A native who was arrested in the Central District on Thursday on a charge of larceny was discovered by the police yesterday to have returned from banishment. On being charged before Mr. J. R. Wood at the Magistracy he was sentenced to six months' imprisonment and four hours' stocks.

Several naval and military officers who were engaged in the China War, 1860, being desirous of celebrating (by dining together) its fiftieth (jubilee) anniversary, it is requested that all those officers who served therein will communicate with Lieut-General Sir Gordon Fritchard, Brookly Combe, Weybridge, Surrey.

A pair of trousers hanging on a tree in Canton Road, Kowloon, tempted a passing coolie. He removed them and was walking off when he was observed by a rishia puller and given in charge. On appearing before Mr. J. R. Wood at the Magistracy yesterday the thief was sentenced to four days' imprisonment and four hours' stocks.

Motor-cars are said to be gradually replacing horse-carriages and jinrikishas in Tokyo and becoming the chief means of locomotion—at least for the richer classes. Size and price operate against their general adoption. A number of Tokyo merchants are said to be contemplating the establishment of a company for the manufacture of cars of a cheaper grade and more suitable to traffic requirements in Japan than those imported.

The attempted smuggling of arms and ammunition into China continues from this port, but the smugglers have not been very successful of late. On Thursday night Detective-Sergeant Murphy discovered a revolver and fifty rounds of ammunition on the s.s. *Shun Lee*, concealed in a basket of biscuits, and later the owner stepped aboard to claim his property. He was charged before Mr. J. R. Wood at the Magistracy yesterday and ordered to pay a fine of \$50.

An alarming incident happened at the Rifle Range during the shooting of the Shanghai Rifle Association, says the *Shanghai Mercury*. One of the Chinese competitors was firing when Mr. E. M. Borthell passed in front of the loaded rifle just as it was fired. The bullet made a flesh wound in Mr. Borthell's ear and then glanced past the head, bringing the hair in its passage. The injury was fortunately not serious. An enquiry was held and it was found that the Chinese competitor was in no way to blame for the mishap.

A scheme has matured, says the *Japan Gazette*, for the establishment of an Industrial Bank of Formosa. The inauguration meeting of the new bank will be held at Taipei, Formosa, on June 8th, when by-laws will be submitted. The Company has a capital of one million yen in twenty thousand shares. Of these, 18,000 shares will be taken up by the promoters, and the remainder will be placed on the open market. The first payment on the new shares at the rate of ¥12.50 is to be made not later than June 20th.

In spite of constant measures taken to stop the cultivation of the poppy, in several of the valleys lying among the great hills of Yunnan the people have persisted in defying authority. Runners have been "squared" by welcome gifts of money, and the high price of the drug makes it well worth running a risk. A few days ago to the north-east of Tongchuan-fu a number of runners were sent to cut down some poppy fields almost ready for harvest. The villagers resisted and a fight ensued. Several injured and two or three killed, is the report which has been received.

A Japanese from Wanchai was summoned before Mr. J. R. Wood at the Magistracy yesterday for keeping three unlicensed dogs, and was further proceeded against on account of one of the dogs being ferocious. A coolie who called at the defendant's house was attacked and bitten by one of the dogs, and on reporting the occurrence to the police they took action. On each charge of keeping an unlicensed dog the defendant was ordered to pay a fine of \$3. He was also ordered to pay \$1 compensation to the coolie, and a further fine of \$3 for keeping a ferocious dog.

Tientsin is determined not to be behind the times, says the *China Critic*. We have a real Aviation Company just formed; and we learn that a monoplane after the Blériot type is on its way out, and will be in commission next month. The actual aviator will be M. Guignard. The machine has been ordered by M. Chevaller from the Atelier Voregous de l'Industrie Aeronautique, France. M. Beckin, the representative of Sennet Freres, will be the agent in Peking. We understand that the capital required has been already subscribed. The promoters are M.M. Gallusier, Beckin, Brunschweiler, Chevaller, Guignard and Runacher.

During the last fiscal year 1,614 Chinese entered Canada, paying \$500 each, which, with the return of the registration law, made a total revenue of \$807,000, showing an increase of nearly \$100,000 on the revenue from the same source during the previous year. Fifty per cent of the capitulation tax goes to the Province in which it is collected. On this basis British Columbia receives \$356,200. Six hundred and eighty-eight Chinese merchants and their wives and children entered untaxed.

A Chinese report says that the Ministry of Finance has decided not to alter the silver dollar and copper cent system in China, but that it will only take measures to control paper currency and to fix on a moderate price for silver. The Ministry, it is stated, intends to close the silver and copper mints in all the provinces and establish a central mint in Peking. Branch mints will, however, be organised in Szechuan, Kiangtung and Yunnan provinces. It is also stated that the unit of currency will be a silver dollar, weighing seven mace two candareens with subsidiary coins of fifty cents, twenty and ten cents. One dollar and a half will be taken in exchange for one tael, and a report of the scheme will shortly be made to the Throne for sanction.

According to an article in the *Graphic China* is about to have her first great Industrial Exhibition, which will be opened this month at Nanking, the old "Southern Capital" of the Ming Dynasty, and one of the most interesting towns in the whole Empire. At the furthest end of the ground is the racecourse, where, on alternate days, will be held pony and motor races. There will be an aviation week, when a representative of the Chinese Government will pass judgment upon the different models, and select the one best suited to the defence of the nation. Prizes will be offered, and there will no doubt be competitors from every part of the world. The grounds will be lighted by electricity, and the plans include an up-to-date "Midway," which will comprise the latest products of American amusement enterprises.

THE WATER SUPPLY.

We are informed by the Colonial Secretary that there is at present no immediate cause for anxiety as to the water supply. There was on the 23rd inst. a total of 112 million gallons in the Hongkong reservoirs, which amounts to four weeks' supply.

FEAST OF CORPUS CHRISTI.

A Solemn Pontifical Mass will be celebrated at the Roman Catholic Cathedral to-morrow (Sunday), when his Lordship Bishop Pozzoni will officiate, and the Blessed Sacrament will be exposed the whole day for public adoration. In the evening at 5 o'clock solemn vespers will be sung, followed by the grand procession round the compound of the Cathedral. The Band of the Societade Philharmonica will play during the procession.

JAPAN'S TRADE WITH CHINA.

WARNING BY A JAPANESE PROFESSOR.

Writing on the comparatively tardy progress of Japan's trade with China, Mr. Hattori Unositchi, *Bungaku Hakase* (Doctor of Literature), who was formerly a professor in the Peking University, contributes the following to the *Taisho*:—"The greatest blunder the Japanese of to-day commit in their dealings with the Chinese is their failure to respect them as a nation. True, man of position and knowledge are often better informed than to adopt a contemptuous attitude towards these old neighbours of ours, but the majority of the Japanese look down upon the Chinese as an inferior and unenlightened nation. It cannot be denied, however, that compared with the modern Chinese, the Japanese of to-day are a superior nation; but what excuse have we for 'holding our heads' high above theirs merely on the strength of our slight superiority? And what gain do we derive from a boycott against us on the part of Chinese as a consequence of our arrogant behaviour toward them? The pursuit of the histories of the two nations shows that the older Japanese civilisation owes its origin almost entirely to China, and it seems most ungrateful purposely to manifest disrespect towards a people from whose ancestors we have received so much favour and assistance."

THE MONEY MARKET.

The following extracts taken from Messrs. Samuel Montagu & Co.'s circular dated May 26th:—"The lowest price of silver recorded last month was 24 pence for cash, the highest—exactly one penny above that figure—25 pence for two months, the latter quotation being a record since June 25, 1908. Looking broadly at the movements during the month, the trend has been persistently upward. Up to the close of April about £700,000 had been shipped to India in excess of the corresponding period of last year. The amount for China is about the same. We cannot help thinking that the demand is not likely to continue much longer on the same large scale as recently, especially as they have been able to secure a large amount (£100,000) direct from China during the last day or two. Indian speculators have already built up a large 'bull' position on this market, so that the stock in India is no longer a reliable indication of the position over there. On the other hand, the China 'bull' movement here has been almost wiped out, and any important increase in the export trade from that country would cause further sales on their account to cease entirely, particularly if the price of cotton goods remains at its present level. Surprised in Messrs. Montagu & Co.'s circular—Silver has been a very quiet market in sharp contrast to the activity of the past few weeks. Although the price advanced again on the 20th to 24½d., and 25d., it has since sagged to 24½d., and 24½d., which we quote today with a steady tendency. While buyers have not manifested much eagerness, selling has been on a small scale, the offerings from America in particular being rather lighter than usual. Early in the week there were a few small sales from China, but the Eastern banks do not seem disposed to follow the price down in view of the imminence of the export season."

TELEGRAMS.

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[ROUTER'S SERVICE TO THE "HONGKONG DAILY PRESS".]

THE JAPANESE TARIFF.

PARALYSING BRITISH TRADE.

LONDON, May 26th.

Mr. Wilcox, the Secretary of the China Association, writes to the "Times" quoting figures to show that the burden of the new Japanese tariff falls heaviest on British interests and will compel many British firms to abandon business in Japan.

"The Times" in an article endorses the statement of Mr. Wilcox, and expresses the belief that the statesmen of Japan do not fully realise the effect of the tariff on Anglo-Japanese trade relations. The article also points out that this is another instance of the inability of Free Trade to purchase much-needed tariff concessions with other countries.

CHINESE MILITARY MISSION.

LONDON, May 26th.

Prince Tsai Tao and the members of the Chinese Military Mission were entertained to luncheon by President Fallieres.

ANOTHER SUBMARINE DISASTER.

LONDON, May 26th.

The Channel steamer "Pas de Calais" struck the French submarine "Pluviose" as she was rising from a dive. All the officers and crew of the submarine, numbering twenty-three, were drowned.

The "Pas de Calais" put back to Calais damaged.

INTERNATIONAL PEACE.

LONDON, May 27th.

The Kaiser's return to Germany has been signalled by the discussion of the prospects of international peace in the German Press. Though the story of the Kaiser conversing with M. Pichon in London and advocating a European confederation is officially denied, the good impression created by the Emperor's visit is favourably commented upon.

GERMAN COMPLIMENT TO KING GEORGE.

LONDON, May 27th.

The Kaiser has appointed King George to the chief command of the Dragon Guards, of which King Edward was the head.

SHANTUNG SILK.

The Silk Trade Section of the London Chamber of Commerce have adopted the following resolution on the definition of Shantung silk:—"That it having come to the knowledge of the Silk Trade Section that textile materials manufactured in England and other countries in Europe, from silk and wool, and cotton are being sold under the designation of 'Shantung' or 'Shantung', with or without qualifications, the members of the section desire to place on record that only goods which are properly described as 'Shantung' or 'Shantung' are pongees woven in the province of Shantung (or adjacent districts) in China from wild silk (tussore or Tusseh), which goods have been known in all parts of the world as 'Shantung' or 'Shantung' for many decades. That copies of this resolution be circulated to the trade and general Press with a brief explanation of the requirements of the Merchandise Marks Act, so as to ensure that only goods which can properly be so described shall be offered or advertised for sale as 'Shantung' or 'Shantung', or 'Shantung'."

LATEST STEAMER MOVEMENTS.

The B.M.S.P. Co.'s str. *Pembroke* left Singapore for Hongkong on the 26th inst., and may be expected here on or about the 1st prox.
The P. & O. S. N. Co.'s str. *Malta* left Singapore for this port on the 27th inst., at 9 a.m., and is due here on the 1st prox., at about 6 a.m.
The N.Y.K. str. *Yasuda Maru* (Australian Line) left Thursday Island for this port via Manila on the 26th inst., and is expected here on the 6th prox.
The Ind. China str. *Wookong* left Calcutta for this port and Hongkong on the 22nd inst., and is due here about the 7th prox.
The G.P.R. str. *Empress of China* left Yancover on the 25th inst. p.m., for Hongkong via usual ports of call.

SUPREME COURT.

Friday, May 27th.

IN SUMMARY JURISDICTION.

Before His Honour Mr. F. A. HAZELAND (ACTING PRINCIPAL JUDGE).

IMPENDING STANDING ACTION.

The case was mentioned in which Mr. A. Fisher is proceeding against Captain A. Jenkins, claiming a sum of \$1,500 for alleged libel and slander.

Plaintiff is represented by Mr. J. H. Gardiner, while Mr. M. Reader Harris, of Messrs. Wilkinson & Grist, is the solicitor for the defendant.

Mr. Harris said he was at a loss to know why the action was in the list, as it had been adjourned sine die. It had really been adjourned until the return of Captain Jenkins, when he was to give notice to his friend.

The case was again adjourned sine die.

ADJOURNED FOR A WEEK.

Four separate actions are pending against Lam Liu, the total amount of the claims being \$2,824.71.

Mr. Christopher Wilson (of Messrs. Hastings & Hastings) represents the plaintiff, and Mr. M. Reader Harris appears for the defendant.

Mr. Harris asked his Lordship to allow the cases to stand over for a week.

Mr. Wilson—I was going to ask your Lordship to fix a day. I don't know the object of an adjournment.

Mr. Harris—The custom is to fix a day. My object in asking for an adjournment is to enable me to take out a summons to have the actions dismissed.

His Lordship (to Mr. Wilson)—You don't suggest that the defendant is going to run away?

Mr. Wilson—No.

His Lordship adjourned the cases for a week.

MONEY LENT.

Oyager Singh proceeded against A. da Silva to recover an amount due for money lent.

Mr. J. H. Gardiner, who appeared for the plaintiff, said that the money was due on a promissory note given by Silva and a man named Gomez. The latter was now a bankrupt, therefore the plaintiff was entitled to claim judgment for the whole amount from the defendant.

His Lordship (to defendant)—Do you admit that this amount is due?

Defendant—I don't admit that the promissory note is joint and several. The money was borrowed by both of us. I got half and Gomez got half, and the plaintiff wants me to pay the whole amount.

Mr. Gardiner handed in the note, and his Lordship remarked that it was joint and several.

Defendant—It is rather hard that I should pay the whole amount, but if your Lordship orders it I must.

His Lordship (to Mr. Gardiner)—Are you disposed to give him any consideration as to the joint and several?

Mr. Gardiner—There is no hope of getting anything from the other man, but no doubt the defendant will be able to get contributions from him when he is in a position to pay.

Defendant consented to judgment, and an order was made for the payment of \$15 a month to Mr. Gardiner.

A CLERK'S DIFFICULTIES.

Yuen Shi, a widow, brought action against a clerk in the Hamburg America-Line to recover \$90, being balance of interest due under an acknowledgment.

Defendant admitted the debt, but asked to be allowed to pay in instalments.

Mr. Davidson, who represented the plaintiff, said his client would be satisfied with instalments not to be spread over more than four months.

Defendant—I cannot afford to pay so much.

His Lordship—How much can you afford?

Defendant—\$2 a month.

His Lordship—\$2 a month; that will take about four years.

Defendant—I am paying \$5 a month on another judgment.

Mr. Davidson—I would ask your Lordship for judgment by instalments of \$2.50 a month.

His Lordship—Say, \$20 a month, the first instalment to be paid on June 1st.

Mr. Davidson—That will exceed the four months' limit.

His Lordship—I don't know that it is much use pressing him. Probably it will drive him into bankruptcy. (To defendant)—What do you do?

Defendant—I am a clerk in the Hamburg America Line.

His Lordship—What do they pay you?

Defendant—\$130, and I pay off \$110 in judgments.

Mr. Davidson said his client agreed to the payment of \$20 a month, and his Lordship made an order accordingly.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report.

On the 27th, at 11.25 a.m.—The barometer has fallen considerably over the S. Loosches, moderately in Formosa and slightly over the coasts of S. China.

The depression, which is moving towards N.E. is now situated to the South of Meiseo Simu.

Pressure has increased slightly and is highest over E. Japan. It remains low over Manchuria.

Fresh or moderate N. winds may be expected in the Formosa Channel and moderate W. winds over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (?) N. winds, moderate.

Formosa Channel. do do of fresh.

South coast of China between Same as No. 1.

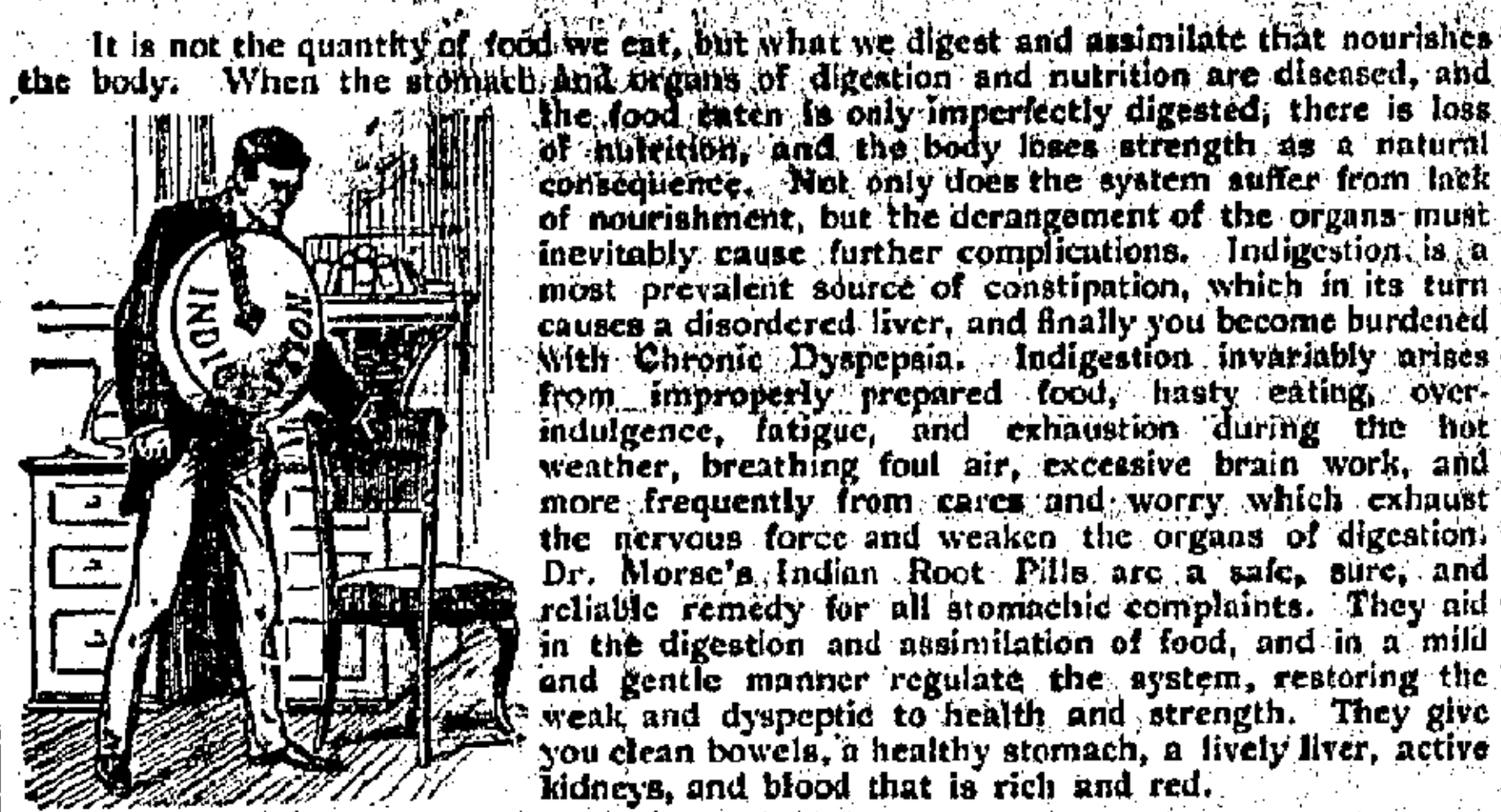
Hongkong and Lamooche Same as No. 1.

South coast of China between Same as No. 1.

Hongkong and Hainan Same as No. 1.

(*) W. winds, moderate; cloudy, probably some rain.

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Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a WELLSIA and MINTY cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

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AGENTS: CALBECK, MACGREGOR & Co., HONGKONG.

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SCIENTIFIC MISCELLANY.

STREET RAILWAY VACUUM SWEEPING.

The vacuum rail-cleaner of the Hanover Street Railway is designed to remove the troublesome collection of the dirt that is brushed by sweepers into the grooves of the rails and is there compacted by the wheels of the cars. The apparatus is carried on a special car, fitted with two 25 horse-power motors, and consists of brushes of steel on each side for loosening the dirt from the rails, with a vacuum pump driven by an electric motor—that automatically removes the dirt and deposits it in a box in the bottom of the car. Dust in dry weather is avoided by a sprinkler, with two water tanks of 925 gallons each. An automatic signal tells the motorman when the dirt box is full, and he then stops the pump, raises the brushes, and takes his load to a dumping place. The car is made to work at any speed up to 17 miles an hour. It uses little power, requires but one man, and readily cleans 45 miles of track a day, removing a cubic yard of dirt or less per mile.

THE TAILS OF COMETS.

To explain comets' tails, Dr. L. Zehnder, a German astronomer, extends a theory he first suggested a quarter of a century ago. As the swarm of meteorites making up the comet approaches the sun, those nearer the sun begin to give out gases and vapours, which form atmospheres about single meteorites, or groups of several, and the sun's rays are concentrated by these atmospheres to foci, at different distances behind. If a meteorite is in the focus it may be rendered visible or heated enough to burn any hydrocarbons it may contain. In this way the tail visible lengthens out as the sun is approached, and is always on the side away from the sun.

THE VETERINARIAN'S HOT AIR.

The pain of rheumatism, as is well known, is lessened by hot air, and at a German animal hospital the hot air treatment has been applied by means of an electric blower originally designed as a hair drier. Dogs with rheumatism, horses with lame shoulders and other suffering animals were relieved by this new pain-soother.

THE OLD-AGE ANTIDOTE.

Whatever may be the effect of sour milk in retarding old age, it seems to have certain advantages as a diet, and is quite certainly beneficial in some cases. With advancing years, the microbes always living in the intestines are found to change, becoming more of a kind producing putrefactive decomposition. The studies of Metchnikoff suggested that old age may be due to self-poisoning by the products of this decomposition, and his experiments were thought to prove that lactic acid is the most effective agent for opposing the development of the harmful forms. Bulgarian sour milk was chosen for introducing the proper organisms into the intestines, as it contains the most powerful acting of various microbes yielding lactic acid. Sour milk is much used not only in Bulgaria, but in Turkey, Russia, Siberia, India and other countries, and Metchnikoff found confirmation of his theory in the fact that some persons, whose diet included little else lived to an advanced age. Prof. B. T. Haylett states that somewhat varying methods are adopted for preparing natural and artificial sour milk. The milk must first be sterilized by boiling, and the proper lactic ferments are then introduced, either by adding a little sour milk from a former lot, or by means of pure cultures. Care must be taken to prevent contamination with undesirable organisms. Sour milk is not to be taken indiscriminately, as it sometimes disagrees, but it seems to have proven of undoubted benefit in some old-age troubles, including anaemia, flatulent dyspepsia, headache, some constipation and diarrhoea, and rheumatism.

ARTIFICIAL DAYLIGHT.

In seeking daylight effects with artificial illuminants, H. E. Ives, of the Washington Bureau of Standards, experimented with combinations of mercury vapour lamps with incandescent gas lamps, with carbon filament electric lamps, and with metal filament lamps. The mercury vapour and metal filament lamps gave the best results. The lamps were arranged in clusters, the metal filaments being in somewhat greater number, and were so placed as to diffuse the light. The effect was very pleasing, the light being soft and steady, with no glare or deep shadows.

NOVEL TIME TELEGRAPHY.

A "wink" of the lights is the novel signal by which clocks and watches are set at Durban, South Africa. At 8 o'clock every evening, current from the central station is momentarily switched off, and the response of every electric lamp gives prompt notice of the correct time.

A RESTORED PREHISTORIC HORSE.

A small, slender-lined horse roamed over Europe in glacial times, and was hunted and sketched, along with the mammoth, by the Paleolithic dwellers in the British Isles. A curious method of reproducing the ancient animal has been adopted by Prof. J. C. Ewart, the British naturalist. From the fossil remains available he has made a study of the species, which he has named *Equus agilis*, and has attempted to restore it by combining the essential characteristics as found in modern horses. His experiments have included the blending of seven different breeds—Connemara, Welsh, Hackney, Icelandic, Hebridean, Shetland, and Arab. He has succeeded in producing a number of small ponies of slight build and believes that they restore the horse of glacial times—not only in form, disposition and colour, but in details of limbs and teeth. The ponies are yellow dun in colour active and intelligent.

A NEW AUTOMATIC GAS LIGHTER.

Spongy platinum, igniting a mixture of gas and air by catalytic action, has served in automatic gas lighting, but a new mixture of cerium and iron, giving off sparks on rubbing, is claimed to supply a lighter of improved kind. The peculiar property of this mixture was discovered some years ago by Ador von Weisbach. In the new gas-lighter, a cerium-iron pellet is fixed at the end of a screw-rod, and this is vigorously rubbed by a "light twisting" movement, causing an emission of sparks that ignite the stream of gas. A single pellet is claimed to yield 6,000 flashes, and when one is entirely

rubbed away, the lighter is renewed by simply inserting a new pellet.

BUILDING IN STONE.

A kind of electric riveting has recently developed, and is claimed to give results usually much stronger than joining with iron or copper rivets. The process is known as spot welding. The metal plates to be joined are placed in position, and on pressing the electrodes against any desired point, the plates are almost instantly fused and permanently united at that point. The electrodes are moved from place to place, supplying perfect union instead of riveting. The process is rapid, and seems to be satisfactory where watertight joints are necessary.

NEW ENGINE OF WAR.

TERRIBLE POWER OF AN AERIAL DESTROYER.

An Englishman has invented the torpedo of the air.

Sitting at a transmitter in London, he can send a dirigible balloon through the air at any height, and to almost any distance. By means of the wireless transmission of electric power, he can make it ascend or descend, turn to the right or left, and go forwards or backwards, fast or slow. He can make it stop dead over any selected spot—a town, a fortress, or a battleship—and, by simply touching a lever, can release the spring of a box carried on the frame, and drop explosives on whatever lies beneath.

The inventor of this terrible engine of war is Mr. Thomas Raymond Phillips, a prominent Liverpool consulting engineer. He claims that his principle can be applied with as much success to man-lifting air-ships and aeroplanes as he applied it to a large model of a dirigible balloon when he gave a remarkable demonstration in the London Hippodrome before a small audience recently.

The invention has been offered to the Government, and is to be officially investigated in a day or two.

"I can sit in an armchair in London, and make my airship drop a bunch of flowers into a friend's garden in Manchester, or Paris, or Berlin."

Mr. Phillips made this remarkable statement standing on the stage of the London Hippodrome, his fingers playing lightly over the keys of a complicated electrical apparatus that stood on a table in front of him. The keys, save that they were blank, looked much like those of a typewriter. But every time he pressed one there was a whirring, crackling noise, and a joggled blue spark shot from each of two brass knobs towards a metal globe about the size of a tangerine orange that stood midway between them.

Suspended in mid-air over the body of the auditorium hung a twenty-foot model of a Zeppelin dirigible. In itself the thing looked harmless enough. As Mr. Raymond Phillips left the keyboard of the transmitter and turned to speak to someone standing near it, he hummed almost motionless until a faint eddy caught it and drifted it slowly sideways towards the wall of the upper circle. It looked like a toy balloon at the mercy of any gust of wind—purposeless, slow and unswayed.

And then, suddenly—Crack! Mr. Raymond Phillips had touched a lever, and the airship sprang into life. "Nothing had touched it—nothing, that is, that could be seen by the eye of any human being—yet at that touch and at the sound of that compelling 'Crack!' the airship model awoke and became a purposeful thing. It was as though a carter's horse, plodding slowly along in a half doze, had been aroused suddenly by the crack of the whip, and had gone back to the course from which it had strayed.

It stopped dead in the air a foot from the balcony rim.

"Crack!" It rose twenty feet, to the sound of a faint whirring of propellers. "Crack!" "Crack!" "Crack!" Like an obedient horse it turned its blunt nose round towards its master, and came steadily, unwaveringly down to the edge of the stage.

"Crack, crack!" again and again. Running his fingers from one key to another he stopped it dead, turned it about, made it rise and fall, made it turn figures of eight in the air, and finally stopped it again, motionless in the air, forty feet above the orchestra stalls.

"Now," said he, "just imagine that row of seats a row of houses, and that instead of a model, with paper boys in its hold, I am controlling a full-sized airship carrying a cargo of dynamite bombs. Watch!"

He pressed another key. There was a faint click from the framework of the airship, and the bottom of the box that hung amidships fell like a trapdoor, releasing, not bombs, but a light of paper birds, that fluttered gracefully down on the seats beneath. "There," said the inventor, with a note of finality, and he turned away to answer a shower of questions.

There was a buzz and murmur of conversation. Then, suddenly, silence. Down one of the empty gangways walked a tall, lean figure of a young man making his way towards the stage. Mr. Graham White had come to see the wonderful invention in which a man might fly from London to Manchester and back without lifting a finger to steer for himself.

In a moment the greatest English aviator was on the stage, and in another he was engaged in conversation with the inventor. He was a small, round-faced man, with a glint in his eye, and he asked a host of penetrating questions. How fast could the thing fly? How many motors would be needed to apply the principle to an aeroplane? Would they be petrol motors or electric ones? What was the steering principle, and how could the operator be sure that it would work?

Mr. Raymond Phillips smiled, and went again to his keyboard. At his command the airship became once more a thing of life. It explored the auditorium—from stalls to gallery. It nosed its way into a private box and out again. It soared contemptuously over the orchestra, and then it turned towards the sky.

"Turn it to the left," suggested Mr. Graham White, "deeply interested. At the crack of command the model turned abruptly left handed, and explored the recesses of the upper circle."

"Now bring it nearer," he requested, and in a moment it was standing with its round nose barely a yard from his chest.

"This—this is wonderful!" said the young aviator, and he begged to be allowed to manipulate the transmitter for himself. Mr. Raymond Phillips had no objection. In fact, he seemed delighted that his interrogator should prove for himself the unlimited possibilities of the principle of wireless transmission of power.

So presently with a "little button" from the keyboard Mr. Graham White was sending the airship out upon voyages through the air, making it circle and manoeuvre, advance, retire, and generally show off its paces.

Mr. Raymond Phillips meanwhile explained its working. "The two propellers in front," he said, "are for steering and general control. I use no rudder. The steering propellers move on an arm pivoted at their ends to the frame. If I want the airship to turn to the right, I press the button marked with the letter 'R' on the right-hand propeller. The propeller re-

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FREE BOOK TO THE DEAF.

If you are Deaf you need remain Deaf no longer, unless your trouble dates from birth or that your Sense of Hearing is totally paralysed. I will enable you to Hear as well and as distinctly as anybody could wish. I am sure of this, because I cured myself in just the same way. I long since noticed that it was possible for me to hear people quite plainly when they were speaking over the phone, whereas in a room it was difficult for me to follow them. This fact caused me to study and experiment in the matter in all its bearings, and finally the result of my efforts was the invention of the Ear-Phone. This I can best describe and briefly as a Miniature Wireless Telephone. I found that with the Ear-Phone I could hear perfectly. All roarings in the head ceased. I no longer had to strain or to ask my friends to repeat their remarks. My hearing was as good as in the days of my youth. Moreover, it was simple to wear, quite invisible, absolutely safe and caused no discomfort whatever. And so I have been encouraged to make my invention known to a wider circle. You cannot judge the value of the Ear-Phone by what you have seen or experienced of any other device. It concentrates the sound waves on the Eardrum, and to the "Hard of Hearing" it acts much as a pair of spectacles act to the eyes of the short-sighted.



Now if you are a sufferer from defective hearing I need hardly say how very pleased I shall be to have you write me on the subject, and give me particulars of your case. Naturally, I am very interested in all such cases, and if you would care to peruse a book I have written upon Deafness and Ear-Trouble, and how such complaints are at once relieved by the use of the Ear-Phone, I will send you along a copy by return. I think it will interest you, and therefore invite you to accept a presentation copy from me. I am earnestly desirous of doing anything in my power to help any man, woman or child in this country, suffering from deafness, to recover, as I did, this most precious gift of hearing.

If you will write to Professor Hoffmann, at Dept. 104 M. St. Duke Street, Oxford Street, London, W. I will send you at once, post free and gratis, a copy of my illustrated book "The Sense of Hearing: How it is Impaired and how it may be Restored." All who have read my book say it is the most interesting and helpful book ever written for the Deaf and "Hard of Hearing."

volves, the arm turns to the right, and the body of the airship follows. Of course, I can keep it on a straight course with both propellers revolving as long as I like.

"To ascend or descend I set in motion the two propellers fixed horizontally on the framework. The complicated structure in the middle of the frame is the wireless receiver and controller, and at the end of the frame are the accumulators. The frame is fitted with tiny electric light bulbs. By pressing another key I can light the airship up."

He initiated the action to the word, and tiny points of light sprang out on the frame of the model sailing in the air eighty feet from the stage. By rapid manipulation of the keyboard, he caused these lights to wink and vanish again and again, till one could fancy that the airship was manned by a crew of busy elves.

Indeed, there is something weirdly fantastic and unreal about the whole thing. It seems impossible, even as one watches, that the mere pressing and releasing of buttons on a table should make this magic ship steer to and fro as through invisible currents.

It needs no great stretch of imagination to picture this pretty, harmless toy transformed into a grim, relentless weapon of war. For, in truth, the innocent model at the Hippodrome is the mother of terrible children. Her offspring may be a fleet of aerial torpedoes, whose master can send them to wreck a town five hundred miles away while he smokes a cigar and fingers a keyboard.

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(Author of "When it was Dark," etc.).

Suite the man to capture the affections of a
"His money perhaps," I said.
"Well, possibly it was that. The girl, popular
as she was, was very poor. Her father,
Captain Hall, was a retired Naval officer with
little but his pension. And there were other
children also. At any rate, the wedding took
place, and everything seemed to be running
smoothly enough. Then a few months after-
wards, a man named Arnold Mornington came
away at Barchester. He was young, good-
looking, an effeminate sort of way, and was a
poetaster."
"I know the name," I said. "He was of
the decadent impressionist school, and rather
a success at one time. But I've heard noth-
ing of him lately."
"And I don't suppose that you ever will. He's
dropped out, disappeared, probably dead. There
are stories—but I'll get on with mine. Morning-
ton became friendly with the Dumaynes. Gradu-
ally, people began to talk and whisper. The
fellow was always about with Beatrice—her
name was Beatrice. They used to dine to-
gether, he was always at the house when Du-
mayne was away. I never could see what Mrs.
Dumayne saw in him. The man was weak as
straw. Anyone could influence him, anyone
could turn him round their little finger. At any
rate she eloped with him. They went away to a
little hill village in the Maritime Alps, Roque-
brune, where Dumayne eventually dis-
covered them. He was very angry. The
woman was dying. She had caught pneumonia
one of those sudden night-chills one meets
up on the Riviera."
"Did she die?"
"Yes, in her husband's arms; he told me so
himself, piteous, imploring the creature she had
an away with, leaving Dumayne's forgive-
ness."
"It's a sad story," I answered, as the Rector
only lighted a cigar, "and the man—the
lover?"
Dumayne never mentioned him to me.
My mother had whispered that there was a duel
and the fellow had shot. But I knew nothing.
He had not cared to question the Doctor.
"He came back to Barchester late one
night—no one saw him come—and since then
has completely changed and altered. The
law was too much for him. Everyone was
so sympathetic, but it's been of no use.
He is anxious to get away, and live a retired
life somewhere else. And that's the whole
story."
"A very sad one," I repeated, "but by
no means unusual one. Well, I shall look
up Dr. Dumayne, while I am next him, and
hear different feelings than I anticipated
when I first met him this afternoon. I confess
I don't like him much. There seemed some-
thing odd and furtive about him. Something
I feel. I thought. But you have explained it.
Poor fellow: I'm sorry for him."
"So am I, deeply," the Rector replied.
And now I'm sure Muriel's getting impa-
tient to get up into the drawing room and
I went back to the Doctor about eleven.
He was turning into my sitting room when
he came going to bed when the man him-
self came into the hall.
He was in a long quilted dressing gown and
red Turkish slippers. I was instantly
naked with the same sense of oddness about
it that I had experienced when first we met.
I wasn't his costume either. I could not ex-
plain it to myself at the time. There was a
glow about him about his lips, the smile of a
man who had just been enjoying some
pleasure, the memory of which lingered
in him. It was a reminiscent smile, not a
deed of greeting to me.
"Ah, that I was sure."
"Oh, Dr. Calthrop," he said, "so you are
back from the Rectory. They keep early hours
here! If you're not inclined for bed come into
sanctum and smoke a pipe and have a night-
cap."
I was interested no more than ever, since I
so recently heard of the tragedy in his
life and I followed him down a corridor leading
out of the hall to his study.
It was a small and cosy room. The walls were
covered with books—chiefly novels, and works
of imagination I noticed—red curtains
drawn over the windows, and there was a
fire upon the hearth.
A small table set by one armchair of the two
placed on either side of the fire, and a
chair stood in front of it, one at each
end. A large picture, a portrait of a man
in a red coat, was on the wall. Edgar Allan
Poe's portrait it was.
I saw me glance at it. "Ah," he said, as I
went down. "I suppose you know it? Wonderful
pieces I often read them."
"Wonderful, of course," I said, "but very
frightful and dreadful, most of them. I am for
more cheerful literature."
He chuckled. "And I," he said, "on the
contrary, like the fantastic and morbid."
"You are so exaggerated," I returned.
"I think it's nothing like that happens in real life."
"Don't you too, now," he answered. "I
am an older man than you, and I have had
many experiences."
"But they say Poe was mad,"
"I don't think he was," he said, "but I
felt how strange and unusual his man-
ners were."
"Mad?" with an emphasis upon the word.
"No, it was the madness of genius. The world
of ideas calls people with ideas out of the
world."
"I like," I said. "While I was doing so, my
father fell upon the mantelpiece. There were
large photographs upon it, one at each
end of a young and exceedingly pretty girl,
other that of a young, clean-shaven man, of
considerable personal beauty, but with a small
girlish mouth, and a general aspect of
innocence."
"My little wife," said Dr. Dumayne suddenly,
"in the old Mornington. The man she ran
with—last night—was watching my son."
"I stared at him in mild astonishment. Some-
thing instantly his manner changed. "Something
into his eyes, a look of cunning, if ever I
saw it. "You think me extraordinary," he
said, "to speak of such a thing to a stranger.
Of course I know that the Rector will have
my son's sad story."
"He grasped. "But, but, the photograph. Dr.
Dumayne—surely—"
"I smiled. "We all have our whims," he
said. "To know that picture there is one of
my little wife, though it may seem bad taste to you.
I am talking of something else."
"I was, with considerable embarrassment on my
side, talk on other matters."
"He fell upon a square china vessel, upon
the word "Dog" was painted in black
upon it. It was full of some mess or other and
he was upon the floor by the opposite wall—one of
the large iron receptacles for animals' food one
of the kind—had been there. It gave me an idea.
"By the way," he said, "I have left my son in the
house for a kennel? I have left my son in the
house for the present, but I should like to
have him down."
"There was room enough," he said, "but no
dog. I hate dogs. I have never kept one.
There is no reason why you shouldn't
please don't have him in the house while I
am here."

"I said nothing. The whole thing was very odd, but it was none of my business. I heard a sort of momentary silence that followed I heard a soft purring sound, from behind me."

The matter was explained at once, the Doctor kept a cat!

I looked round, I was mistaken. An electric ventilating fan had suddenly started in the wall, and it was this that made the sound I heard.

"Hullo!" I said. "I didn't know you had electricity laid on."

Dr. Dumayne chuckled. "Nor have I," he said. "That ventilator is an invention of my own, and one in which I take an extraordinary interest. In fact, I regard it as the crowning achievement of my life!"

He said it with certain words with a sudden vehemence, and, so it almost seemed, a ferocity that almost startled me out of my chair.

What on earth did the man mean? How could a ventilator be the crowning achievement of a country doctor's life?

I stifled my wonder, however, and merely asked him how the thing was worked.

"It's automatic," he answered, "automatic. It works for half an hour, and then stops for half an hour. But how it works is my secret, my secret. You never know it! Perhaps it never works much longer. If it doesn't, when I'm gone and you take over the practice."

A growing suspicion in my mind began to assume the proportion of a certainty. The man was either in a state of nerves painful to witness, or else he was insane. The shock of his wife's elopement and death had been too much for him. He had managed to keep his own house, but he had cut his own house—made it his own often can in the first stages of the disease—but here, at home, he was liable to sudden attacks.

He poured out some whisky into his glass with a hand that shook very much, splashed some soda into it, and drank it off in a single gulp. Then, before I could prevent him, with incredible swiftness, he hurled the empty tumbler at my head.

"Damn you!" he shouted out, his eyes glaring, his lips quivering away from his teeth. "What do you want to say about my ventilator? I want no space here!"

The glass didn't hit me, but the back of the m-chair in which I was sitting, and fell in fragments on my shoulders.

I leapt up from my seat and stood over him. "I shall leave this house to-morrow, of course," I said. "I only regret that it is too late for me to do so to-night. And if you were to leave of my own age you should very bitterly regret what you've just done."

He looked up at me, his face very white, and his lips twitching uneasily. "I am not myself to-night, Dr. Calthorpe," he said. "I don't know why I did that. I must apologise deeply for doing it. I am far from well. I hope that by the morning I may be able to induce you to overlook my strange conduct. And now, as I've done some night work to do, I will bid you good-night, indeed you would not wish to remain with me after this very unfortunate occurrence. I will find candlesticks upon the oak chest in the hall."

He did not answer him. I merely nodded, bent in far too great a state of mingled anger and amazement to trust myself to speak. I left the room, glancing instinctively at the ventilator as I did so.

The fan had stopped.

I reached my bedroom and sat down without dressing. I knew that I should not sleep at night. And it was as well, too, that I should not. I am accustomed, professionally, to the company of the insane. I might even be in real danger of losing my reason, but I am not afraid. I was not afraid, still an encounter with a madman is never a pleasant thing, and, as an inspection showed me, there was no key in the lock of the door.

A thought came to me. I had put a heavy oak-thorn stick, which I was in the habit of using, in the umbrella stand in the hall. I must go and get it. The thing might be useful.

My boots were off. I put on a pair of carpet slippers, and went down the stairs. I had taken the stick out of the rack and was preparing to return, when a door opened, and Dr. Dumayne came out into the hall.

In one hand he held a small portable lamp, in the other the china trough marked "Dog." He saw the man's face of hate and hurried into the malevolent grin of a twisted and triumphant. His face, his mouth twisted, he was talking to himself with ghastly merriment.

He passed quite close to me. I saw that he was not sitting here of his senses. He did not see me at all. If he had spoken to him he would not have known that I was there.

He crossed the hall, and opened another door. Grasping my stick and followed him, close to his heels, and passed through the door just at the same moment. The passage upon which we entered obviously led to the kitchen or parlour of the house. Close to the open door of the kitchen—I could see the shining light and pans upon the wall—there was another door. He put the lamp down upon the floor, and drew a key from his waistcoat pocket, and the door and descended a flight of cellar stairs.

I followed him.

The air struck chill upon my face, damp and cold.

It seemed that the big house was underlain with cellar passages, for I followed chattering, gibbering creature through y twists and turnings.

There was something sinister and horrible in the progress—the flickering light of the lamp, the cellar walls, the cold, the silence.

Or the first time in my life I know what it was to be in a tunnel.

I seemed to be drawing near to a dark, and then nearer—it was ghastly.

That was the main thing in doing below ground for an hour of the night with his lamp, his key of dog's food, his responsibility to my people, his chivalries of insane amusement and joy!

It was soon to know.

At the end of one cellar passage there was a massive door of oak, damp and splintered with saltpetre.

Dr. Dumayne opened it and went beyond it, leaving me.

I saw the place beyond filled with the yellow light from the lamp he carried, a whiff of air like that of an uncleaned stable—out to me, and made me cough with disgust.

Then I heard a voice—a thin, piping voice—Dr. Dumayne, sir, for the love of God. . . .

I dashed into the room, but my soft-soled feet made no noise and I was unperceived.

And this is what I saw.

The lamp threw light upon a large cellar room. In one corner of it steel bars ran from floor to ceiling, making a high cage some two yards by three.

This cage was a half-clothed thing with a that of hair all over its face—the very wretched caricature of what once must have been a woman's thin hand was upon the handle which led out from a large wheel set in the wall. Above his head was a huge mass of stones, and must have weighed a ton or more. The man was sleeping, and this heavy canopy was in a foot of his head.

"Here's your food, dog," the Doctor said in a crisp fresh voice. "You'd better eat it quickly, dog, and get some stronger fifts—going back to my study now. I'm going to wash the ventilator, as it do all night. I love to watch it. When it does purring round I know that you are a coward still and afraid to die. I know, dog, that you are winding it up, up with all the little strength that I let you have now, to gain another few hours' respite from death. And when the fan stops I sit and laugh to myself, I know the stone is coming down, down, and I think that perhaps you have at last given in to your doom, and will die slowly."

He put his lamp down upon the floor with great care.

Then he rushed at the bars and grasped them, shaking them in a horrid frenzy.

"Were her lips sweet?" he hissed. "Were her lips sweet? Are they still sweet now? Coward, dog, slave of my revenge!"

The man in the cage shrank and whimpered. Then he looked up. The mass of stone was within inches from his head. He grasped the handle of the wheel with a shrill scream of fear, and began to work furiously.

I rushed at Dr. Dumayne. I seemed to have strength beyond the mortal. I took him and flung him into a corner of this dreadful place. As I did so, a long steel key fell upon the sagged floor with an almost musical ring.

* * *

Muriel and myself do not live in the house once occupied by Dr. Dumayne. It stands empty still, though the house agent of Bar-hesior is eloquent upon its advantages.

We preferred another and more modern building—a house without reminiscence, though the picture has not suffered.

Betsy now and then, however, dear old Mr. Carson pays a visit to the County Asylum. He generally dines with us afterwards, and always tells us the same story.

Upon the same bench in the ward devoted to curable lunatics, who are at the same time mild and tractable, two inseparable friends are always sitting.

The students point them out with pride as old acquaintances.

One is young and cheerful, and his name, in the outside world was once Dr. Dumayne. He is fifty-five, but doesn't look a year more than thirty-seven.

The other one—so one hears—an artist ofpute—appears to be a broken man of seventy. They spend the whole day despatching upon charms and virtues of some girl, whom, it appears, they had both loved in the past.

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1910

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DIRECTORY AND CHRONICLE

1910

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Chingking	Chongking	
Port Arthur	Hanchow	
Choofo	Ningpo	Lungchow
Weihsaiwei	Wenchow	Mingtau

TIENTAIN WITH CHINA.

Great Britain—Nanking, Tientsin,
1860; Taclic Affaire, 1859;
Convention, 1860; Rules for Joint Investiga-
tion of Customs Saisures, 1859; Chefoo
Convention, 1858; Optium Con-
vention, 1858; Cinking Convention, 1891;
Tibet Sikkim Convention, 1890;
Convention 1897; Kowloon Emission,
Weihaiwai 1898; Convention, Canton,
Shanghai 1898; Emigration Convention,

Kiaochoan	Santa	Hokow	1862
Tainanfu	Foochow	Szema	France:—Tientsin, 1859; Convention, 1860;
Mukden	Amoy		Tientsin, 1885; Conventions, 1833, 1837, and
Shanghai	Swatow		1895; Frontier Trade Regulations.

JAPAN AND FORMOSA		
Tokyo	Osaka	Keelung
Yokohama	Moji	Tainanfu
Kobe	Nagasaki	Takao

Kobe Hakodate Asping
Shimonoseki Tamsui
EASTERN SIBERIA
Klaohau Convention, 1898; Railway and
Mining Concession, 1898.
Japan-Shimonoseki, 1895; Liaotung Con-
vention, 1895; Commercial

Seoul	Wonsan	Mokpo	1896. Supplementary Commercial, 1905
Chemulpo	Fusan	Chinnampo	Russian.—S. Petersburg, 1881; Russian Land Trade, 1881.
			Portugal, 1888; Commercial Treat. 1904

London	Pingyang	Songahin	FINAL PROTOCOL made between China and Eleven Powers, 1901.
	Manampo.		TREATIES WITH JAPAN
HONGKONG AND ITS DEPENDENCIES			Great Britain, 1804: Rufus Convention
MACAO			

Hanoi	Annam	Tourane	Russia, Agreements as to Korea; United States, Extradition Treaty, 1886; Great Britain (Alliance) 1905; Russia (Peace Treaty) 1905.
Haiphong	Hue	Saigon	
Tonkin Provinces	Quinhon	Cambodia	

PHILIPPINES			THAI	THAI WITH CORN
Manila	Iloilo	Cebu	Japan, 1876; Japan Supplementary, 1876;	
	BORNEO		Japan, 1904 and 1905. United States, 1892;	
Sarawak	Labuan	British N. Borneo	Great Britain, 1895	

BANGKOK
STRAITS SETTLEMENTS
 Singapore, Penang, Malacca, Prov. Wellesley
MALAY STATES

Johore	Bungei Ujong	Selangor	Great Britain and Russia, Railway Convention, 1899.
Pahang	Jelebu	Perak	
	NETHERLANDS INDIA		CUSTOMS TARIFFS
Batavia	Samarang	Padang	TRADE REGULATIONS

Buitensorg Sourabaya Macassar
 East Coast of Sumatra
 NAVAL SQUADREONS
 British German Austrian
 China, Japan, Siam, Corea.
 LEGAL DOCUMENTS
 Orders in Council for Government of H.B.M.'s
 Subjects in China and Corea, and in Siam

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RUBBER COMPANIES.

SINGAPORE, MAY 19.

Date of formation	Capital	Subscribed	Number of Shares	Value	Paid up to	Shares Unissued	Company	Quotations	Last Dividend
1909	120,000	105,000	105,000	1	1	...	Alor Gajah Rubber Estate	4.00	...
1909	750,000	600,000	140,000	2 1/2	5	...	Ayer Panas Rubber Estates Co.	14.00	...
1909	250,000	75,000	75,000	2 1/2	5	...	Alagar Rubber Estates, Ltd.	11.25	80% for '09
1909	210,000	210,000	1,500,000	10	16	5,120	Anglo-Malay Rubber Co., Ltd. (fully paid)	22.00	100% for '09
1909	200,000	161,200	161,200	10	16	...	Balaguna Rubber Estate, Ltd.	5/6	...
1909	200,000	35,250	470,000	1	1/6	...	Batang Malaka	19.00	50% for '09
1904	200,000	20,187/10	75,000	1	1/5	0,250	Batu Caves Rubber Co., Ltd. (f.p.)	5.15	2 1/2% for '09
1906	280,000	70,000	70,000	1	1	...	Batu Tiga (Selangor) Rubber Co., Ltd.	3.66	...
1909	100,000	68,008	22,184	1	10/	...	Bukit Kajang Rubber Estates, Ltd.	3.00	...
1907	230,000	25,500	24,000	1	1	12,000	Bukit Lintang Rubber Estates, Ltd.	7.00	...
1903	270,000	60,700	60,700	1	1	3,300	Bukit Rajah Rubber Co., Ltd.	22.50	60% for '09
1910	200,000	600,000	50,000	10	10	...	Bukit Timah Rubber Estates, Ltd.	5.10	...
1906	235,000	230,000	30,000	1	1	...	Cadmus, British ship, 1,070 tons, Comdr. H. L.	16.00	...
1910	275,000	700,000	70,000	10	10	...	Cheras Rubber Estates, Ltd.	14.00	...
1908	200,000	62,500	12,600	10	5	...	Chersonese (F.M.S.) Estates, Ltd.	6/	...
1909	225,000	175,000	1,750,000	2 1/2	2 1/2	...	Cleary Rubber Estate	2.15	25% in '09
1904	116,000	10,000	6,000	2 1/2	2 1/2	...	Consolidated Malay Rubber Est., Ltd.	2.15	24 1/2% in '09
1905	275,000	62,007	62,007	1	1	1,000	Damanara (Selangor) Rubber Co., Ltd.	1.10	20% in '09
1906	110,000	102,500	102,500	1	1	7,500	Edinburgh	9.00	50% for '09
1909	260,000	475,000	475,000	1	1	...	Edinburgh	4.00	...
1909	45,000	40,000	40,000	1	1	...	Federated Selangor	7.00	...
1907	80,000	70,000	70,000	1	1	...	Glenelg Plantations, Ltd.	16.00	...
1909	300,000	300,000	300,000	1	1	...	Hevea Rubber Planting Co., (f.p.)	7.00	...
1908	860,000	680,000	40,000	17	17	...	Harvottia Rubber Estate	92.00	...
1909	800,000	150,000	30,000	10	5	8,784	Highlands & Lowlands Para B. Co., Ltd. (f.p.)	10.00	...
1909	230,000	305,000	30,000	1	1	2,500	Inch Kenneth Rubber Estates, Ltd.	7.10	15% in '09
1904	250,000	30,000	30,000	1	1	...	Indragiri (Sumatra) R. & G. Percha Co., Ltd.	16.10	25% in '09
1909	285,000	65,000	65,000	1	1	...	Kapar Para Rubber Estates Co., Ltd.	37.00	...
1905	285,000	65,000	65,000	1	1	...	Kamuning Perak	9.15	...
1909	220,000	182,000	105,000	2 1/2	1	...	Kuala Lumpur Rubber Co., Ltd.	11/	30% in '09
1909	210,000	180,000	180,000	1	1	...	Kombak Rubber Estate Ltd.	10.15	...
1907	300,000	200,000	20,000	10	7	...	Labu (F. M. S.) Rubber Co., Ltd.	22.00	25% for '09
1907	210,000	90,000	90,000	1	1	10,000	Landan Rubber Estates, Ltd.	2.15	10% for '08
1907	230,000	269,780	17,580	15/	15/	52,605	Leedbury Rubber Estates, Ltd. (contrib.)	7.00	10% in '09
1900	2125,000	75,000	40,000	1	7/6	...	Linggi Plantations, Ltd., Ordinary	5.10	...
1895	210,000	98,324/8	10,000	1	1	...	London Asiatic & P. Co., Ltd.	3.26	105% in '09
1907	214,000	118,000	118,000	1	1	...	Luhit Rubber Estate, Ltd.	2.17	7% for '08
1909	226,000	75,000	150,000	1	10/	...	Malacca Rubber Plantations 7 1/2 per cent. Pref.	8.15	3% for '08
1909	240,000	300,000	118,000	1	1	...	Medina Rubber Estate, Ltd.	2.00	10% for '08
1909	220,000	175,000	1,750,000	2 1/2	2 1/2	79,000	Medina Rubber Estate, Ltd.	15.00	...
1903	230,000	22,500	20,000	2 1/2	2 1/2	...	Pastaling Rubber Estates Synd., Ltd.	3.15	125% for '09
1909	240,000	400,000	80,000	1	1	...	Pajam, Limited	19.30	...
1909	250,000	300,000	200,000	1	1	...	Pantai, Limited	2.50	...
1909	250,000	450,000	45,000	10	10	...	Pegoh, Limited	50.00	...
1910	245,000	295,000	36,000	5	2	10,000	Port Dickson Rubber Co., Ltd.	16.00	...
1906	255,000	85,000	85,000	1	1	...	Perak Plantations	6.17	124% for '09
1909	260,000	63,875	16,000	1	1	...	Rembia Rubber Estates Co., Ltd., Ordinary	1.12	...
1904	220,000	18,752	20,000	10	10	4,599 part paid shares 22 1/2 Deb.	Sagga Rubber Company, Ltd.	14.10	...
1904	210,000	100,000	50,000	2	2	...	Sandayoff Rubber Co., Ltd.	40.00	150% for '10
1905	210,000	100,000	71,378	1	1	...	Sappang Rubber Estate, Ltd.	1.15	...
1907	210,000	80,100	48,000	1	13/6	...	Seaford Rubber Co., Ltd.	7.15	...
1898	230,000	30,000	300,000	2 1/2	2 1/2	3,000	Selangor Rubber Co., Ltd.	7.50	...
1908	250,000	500,000	5,000	100	100	...	Singapore Rubber Co.	4.25	287% for '09
1903	242,000	268,800	2,423	2	2	...	Singapore & Johore Rubber Co., Ltd. (f.p.)	50.00	...
1906	250,000	100,000	100,000	1	1	...	Singapore Para Rubber Estates, Ltd.	20.00	90% in '10
1909	250,000	600,000	10,000	10	6	...	Sheldahl Rubber Estate, Ltd., 3 per cent.	3.15	...
1909	250,000	100,000	100,000	1	15/	...	Sheldahl Rubber Estate, Ltd.	4.25	74% for '09
1909	250,000	32,000	40,000	1	16/	...	Sialang Rubber Estate, Ltd.	2.65	...
1906	275,000	175,000	175,000	2 1/2	2 1/2	...	Straits Settlements (Bertram) R. Co., Ltd.	3.40	...
1907	275,000	55,000	55,000	1	1	385 forfeited	Sungei Kapar Rubber Co., Ltd.	9/3	74% in '09
1904	250,000	50,000	50,000	1	1	10,000	Sungei Salak Rubber Co., Ltd.	10.10	374% for '09
1907	250,000	50,000	50,000	1	1	600	Sungei Way (Selangor) Rubber Co., Ltd.	5.00	...
1907	250,000	50,000	50,000	1	1	...	Sungei Choh	6.00	...
1907	250,000	50,000	50,000	1	1	...	Tehran (Johore) Rubber Co.	6.78	...
1909	215,000	60,000	36,000	1	1	...	Teluk Anson Rubber Estates, Ltd.	5.26	...
1909	220,000	165,000	33,000	5	7/8	...	United Singapore Rubber Estates, Ltd.	4.50	...
1906	210,000	637,500	737,500	1	1/50	...	United Singapore Rubber Estates, Ltd.	11.50	...
1907	220,000	170,000	170,000	1	1	48,000	United Sordang (Sumatra) Rub., Ltd.	3.50	...
1909	250,000	65,000	650,000	2 1/2	2 1/2	...	Valambrosa Rubber Co., Ltd.	7.10	5% for '10
1904	230,000	50,000	500,000	2 1/2	2 1/2	84,000	Valambrosa Rubber Co., Ltd.	14/	10% for '09

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Albatross, despatch-boat, 700 tons, 4 guns, 3,000 h.p., Comd. A. Lowndes, Shanghai.
Astrak, 2nd class cruiser, 4,350 tons, 10 guns, 7,009 h.p., Captain E. B. Kiddle, Shanghai.
Atlas, Admiralty tug, 615 tons, 1,400 i.h.p., Master, S. West, Hongkong.
Bodford, 1st class cruiser, Capt. E. S. Fitzherbert, Weihaiwei.
Bramble, gunboat, 710 tons, 900 i.h.p. Lieut. Comdr. B. G. Washington, Shanghai.
Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. E. H. Donnan, Hongkong.
Cadmus, British sloop, 1,070 tons, Comdr. H. L. P. Heard, Shanghai.
Cherub, water tank and tug, 390 tons, 300 i.h.p. Master, W. Smith, Hongkong.
Clio, British sloop, 1,070 tons, Comdr. O. T. Barrett, Shanghai.
Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lt. Comdr. G. B. Hartford, Hongkong.
Florida, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 i.h.p., Captain J. Nicholas, Weihaiwei.
Handy, torpedo-boat destroyer 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. B. J. D. Guy, V.C., Shanghai.
Hart, torpedo-boat destroyer, 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. H. S. Monroe, Shanghai.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. G. C. Heathcote, Shanghai.
Kent, 1st class cruiser, 9,800 tons, 14 guns, Capt. S. J. St. J. Parghur, Weihaiwei.
Kinross, river gunboat, 616 tons, Lieut. Comdr. T. J. S. Lyne, Yangtze.
Marlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p. Capt. F. C. Learmonth, Kuda, B. N. Borneo.
Minotaur, 1st class cruiser, 14,600 tons, Capt. G. C. Cayley, Woonung.
Monmouth, cruiser, 9,800 tons, Capt. L. E. Power, M.V.O., Weihaiwei.
Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. P. Little, West River.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. Claude Hilliersden-Woodward, R.N., Yangtze.
Other, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. E. Stevenson, Shanghai.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. J. White, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. B. Southby, Hongkong.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. John Michael Barker, Yangtze.
Taku, torpedo boat destroyer, Gunner W. Barlow, R.N., Hongkong.
Tamar, receiving ship, 4,600 tons, 6 guns, Rear-Admiral Lyon, Hongkong.

tubes, 6,000 h.p., Kommandant Kolbe (Hans) Bortman

Torpedo boat "Sigs" Kapitän Leut. Heyden
Tiger, gunboat, 300 tons, 10 guns, 1,500 h.p., Captain v. Koss
Thingam, gunboat, 170 tons, 5 guns, 1,300 h.p.
Thrinax, Captain Ross
Vaterland, gunboat, — tons, 3 guns, 500 h.p.
Capitän Tonnaint

ITALIAN.

Calabria, protectal cruiser, 2,438 tons, 28 guns, 4,000 h.p., Capitano Maris Casanovici di Jerserech
Eglogia, proposed cruiser, 2,498 tons, 28 guns, 7,000 h.p., Capitano Gusani Vioconti Marchese Lorenzo

PORTUGUESE.

Patris, gunboat, 700 tons, Captain J. Afrezo
Reinha D. Amelia, cruiser, 1,800 tons, Captain C. Lima
Vasco da Gama, cruiser, 8,630 tons, Captain Augusto Jose de Almeida

UNITED STATES.

Barry, destroyer, 400 tons, Ens. Edmund S. Root, Cavite
Callao, gunboat, 243 tons, Ens. J. R. Morrison, Hongkong
Channey, destroyer, 420 tons, Ens. I. N. McNair, Cavite
Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai
Cleveland, cruiser 3,200 tons, Commander Hugh Rodman, Shanghai
Charleston, battle-ship (flagship), 9,700 tons, 58 guns, 21,000 h.p., Comdr. John H. Gibbins, Shanghai
Dale, destroyer, 420 tons, Lieut. Herbert H. Nichols, Cavite
Danvers, cruiser, 3,200 tons, Comdr. Edward E. Caghehart, Shanghai
Galveston, cruiser, 3,200 tons, Commander John A. Hoegewald, Manila
Helena, gunboat, 1,392 tons, Comdr. Reuben O. Bitter, Shanghai
Mohican (station ship), Commander G. R. Salisbury
Monterey, monitor, 4,000 tons, Lt. D. W. Todd, Olongapo
Pennsylvania, armoured cruiser, 13,680 tons, Capt. A. Ward, Cavite
Rainbow, cruiser, (Lieut. Humphill's flagship), Comdr. E. E. Wright, Shanghai
Villalobos, gunboat, 370 tons, Lt. A. Andrews, Hongkong
Wilmington, gunboat, 1,800, Comdr. Edward Lloyd, Hongkong
Araya, gunboat, Lieut. Comdr. Matt H. Signer
Minoro, gunboat, Lieut. George M. Bain
Paraguay, gunboat, Esigra Roy L. Lewman
Samar, gunboat, Esigra W. C. L. Stiles
Blackbridge, destroyer, 7 guns and 2 torpedo tubes, Esigra Lloyd W. Townsend
Porpoise, 125 tons, 160 h.p., Ens. K. K. No. Whiting
Shark, 135 tons, 160 h.p. Esigra Theodore G. Ellerson

Ship	Armament	Commander	Notes
Soharskora, armoured cruiser (flagship), 11,220 tons, 52 guns, 26,000 h.p., Captain Zar R. Mass			
Taki, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 9,000 h.p., Kommandant Kolbe (Hans) Bremen			
Torpedo boat "Sigs", Captain Leut. Heyden			
Tiger, gunboat, 300 tons, 10 guns, 1,800 h.p., Captain V. Kras			
Tingting, gunboat, 170 tons, 5 guns, 1,300 h.p., Captain Rosa			
Vaterland, gunboat, — tons, 3 guns, 500 h.p., Captain Tonsaint			

Ship	Armament	Commander	Notes
Calabria, protected cruiser, 2,423 tons, 23 guns, 4,000 h.p., Capitano Maria Casanueva di Jersico			
Peglio, protected cruiser, 2,493 tons, 23 guns, 4,000 h.p., Capitano Gianni Vioyoni Mar-chese Lorenza			

Ship	Armament	Commander	Notes
Barry, destroyer, 420 tons, Ensign Edmund S. Hoof, Cavite			
Calypso, gunboat, 243 tons, Ensign J. R. Morrison			
Chancellor, destroyer, 420 tons, Ensign I. N. McNair, Cavite			
Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai			
Cleveland, cruiser, 3,200 tons, Commander Hugh Rodman, Shanghai			
Charleston, battle-ship (flagship), 9,700 tons, 58 guns, 21,000 h.p., Comdr. John H. Gibbins, Shanghai			

Ship	Armament	Commander	Notes
Dale, destroyer, 420 tons, Lieut. Herbert H. Mitchell, Cavite			
Danvers, cruiser, 3,200 tons, Comdr. Edward E. Caghart, Shanghai			
Galveston, cruiser, 3,200 tons, Commander John A. Hoegewell, Manila			
Helena, gunboat, 1,392 tons, Comdr. Reuben O. Butler, Shanghai			
Michigan (station ship), Commander G. R. Salisbury			
Monterey, monitor, 4,000 tons, Lt. D. W. Todd, Olongapo			

Ship	Armament	Commander	Notes
Pennsylvania, armoured cruiser, 13,850 tons, Capt. A. Ward, Cruising			
Rainbow (Rear-Admiral Hemphill's flagship), Comdr. E. E. Wright, Shanghai			
Vallabro, gunboat, 370 tons, Lt. A. Andrews, Hongkong			
Wilmington, gunboat, 1,800 tons, Comdr. Edward Lloyd, Hongkong			
Ararat, gunboat, Lieut. Comdr. Matt H. Signor			
Niddore, gunboat, Lieut. George M. Brain			
Pasadeny, gunboat, Ensign W. C. I. Sills			
Saxton, gunboat, Ensign W. C. I. Sills			
Bainbridge, destroyer, 7 guns and 2 torpedo tubes, Ensign Lloyd W. Townsend			
Porpoise, 125 tons, 160 h.p., Ensign Thord G. Whiting			
Shark, 125 tons, 160 h.p., Ensign Thord G. Whiting			

Ship	Armament	Commander	Notes
Albatross, torpedo-boat, 700 tons, 4 guns, 3,000 h.p., Com. A. Lowndes, Shanghai.			
Astrak, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Shanghai.			

AVERAGE MARKET PRICES.

May 27th, 1910.

The Prices are given in Dollar Cents.

Borneo, Maas

Beef, prime cut, 20

Beef, prime cut, 20

Beef, prime cut, 20

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON via USUAL PORTS	DEVANHA	Noon, 28th May	See Special of Call
STRAITS, COLOMBO, PORT PALAWAN	Capt. H. Powell	May	Freight and Passage
SHANGHAI, NAGASAKI, KOBÉ and YOKO	Capt. G. M. Montford, R.N.R.	About 1st June	Freight and Passage
SHANGHAI	ARCADIA	About 9th June	Freight and Passage

For further Particulars, apply to

Hongkong, 27th May, 1910.

E. A. HEWETT,
Superintendent

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBÉ, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU	11,000 tons gross	Sail June 25th, at Noon.
S.S. KIYO MARU	17,200 "	" Aug. 24th, at Noon.
S.S. BUZO MARU	10,500 "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager,
TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

NIPPON YUSEN KAISHA.



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	TANGO MARU Capt. A. Christiansen, 8,000 KAMO MARU Capt. F. L. Sommer, 9,000 AKI MARU Capt. K. Homma, 7,000		WEDNESDAY, 8th June, at Daylight. WEDNESDAY, 22nd June, at Daylight. WEDNESDAY, 6th July, at Daylight.
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao, 7,000		SATURDAY, 18th June, from KOBÉ
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA and SHIMIZU	AWA MARU Capt. S. Ishikawa, 7,000 INABA MARU Capt. K. Kawan, 7,000		TUESDAY, 21st June, at 4 P.M. TUESDAY, 19th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler, 6,000 YAWATA MARU Capt. T. Sekine, 5,000		FRIDAY, 10th June, at Noon. FRIDAY, 8th July, at Noon.
KOBÉ and YOKOHAMA	AKI MARU Capt. K. Homma, 7,000		MONDAY, 30th May, P.M.
BOMBAY via SINGAPORE and COLOMBO	BINGO MARU Capt. S. J. G. Parsons, 7,000		TUESDAY, 31st May.
SHANGHAI, MOJI and KOBÉ	HAKATA MARU Capt. A. Mooker, 7,000		TUESDAY, 7th June.
NAGASAKI, KOBÉ and YOKOHAMA	YAWATA MARU Capt. T. Sekine, 5,000		WEDNESDAY, 8th June, at Noon.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 29th May, D'light
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 29th May, D'light
MANILA	"TAMING"	On 31st May, 3 P.M.
CEBU & ILOILO	"KAIFONG"	On 31st May, 4 P.M.
SHANGHAI	"ANHUI"	On 1st June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"SHAHSING"	On 9th June, 4 P.M.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	S.S. "LINTAN" and S.S. "SANUL"	
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.		
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.		
FAST SCHEDULE TWIN-SCREW STEAMERS ("ANHUI," "CHENAM," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.		
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.		
TARE, 345 SINGLE and 380 RETURN.		
For Freight or Passage apply to—	BUTTERFIELD & SWIRE,	
Hongkong, 28th May, 1910	AGENTS.	

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAIYANG," Capt. A. E. Hodgins	SWATOW, AMOY and FOOSHOW.	TUESDAY, 31st May, at 10 A.M.
"HATCHING," Capt. W. O. Passmore	SWATOW, AMOY and FOOSHOW.	FRIDAY, 3rd June, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 28th May, 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, HONGKONG & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBÉ	"NIPPON"	Beginning of June.
MARSEILLES, COPENHAGEN and GOTHENBURG	"CANTON"	Middle of June.

For Further Particulars apply to

MELOHERS & Co.,
AGENTS.

Hongkong, 21st May, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGSANG"	Sunday, 29th May, D'light
TIENTSIN	"CHEONGSHING"	Friday, 3rd June, 4 P.M.
MANILA	"YUENSANG"	Friday, 3rd June, 4 P.M.
SHANGHAI, KOBÉ & MOJI	"FOOSANG"	Friday, 10th June, Noon.
MANILA	"LOONGSANG"	Friday, 10th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Monday, 13th June, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chaofo, Tientsin & Newchwang. Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGER.

Hongkong, 27th May, 1910.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

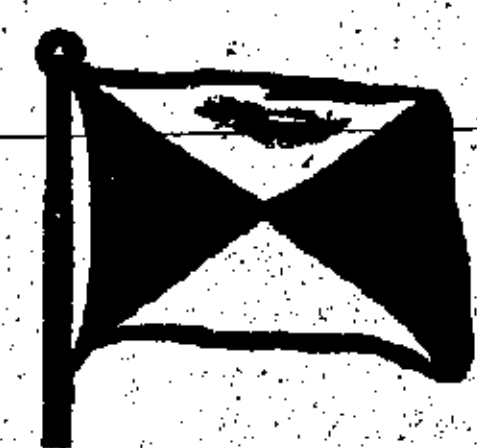
SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 23rd May, 1910.

T. KUSUMOTO,
MANAGER. [15-125]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
HUBI	2540	A. Fraser	Manila	On 28th May, Noon
ZAFIRO	2540	E. Rodger	Manila	On 4th June, Noon.

For Freight or Passage apply to
Hongkong, 23rd May, 1910.SHEWAN, TOMES & Co.,
General Managers. [12]

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBÉ and YOKOHAMA:

S.S. WESTPHALIA	4th June.
S.S. ARABIA	15th June.
S.S. MECKLENBURG	1st July.
S.S. SCANDIA	14th July.
S.S. SAXONIA	28th July.
S.S. SPEZIA	12th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

FOR MARSEILLES & HAMBURG:	S.S. ILLYRIA	6th June.
FOR HAVRE & HAMBURG:	S.S. SENEGAMBIA	8th June.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. SILVIA	About mid of June
FOR HAVRE & HAMBURG:	S.S. SUBVIA	19th June.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. ARCADIA	About end of June.
FOR HAVRE & HAMBURG:	S.S. WESTPHALIA	3rd July.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

NOTICE.

EAST ASIATIQUE FRANCAIS.

S.S. "HAIMUN,"

CAPTAIN DE CATALANO,

Will leave this Port for HAIPHONG (DIRECT) TO-DAY, the
28th May, 1910, at 10 A.M.

FOR FREIGHT AND PASSAGE, APPLY TO

MESSAGERIES MARITIMES.

AGENTS.

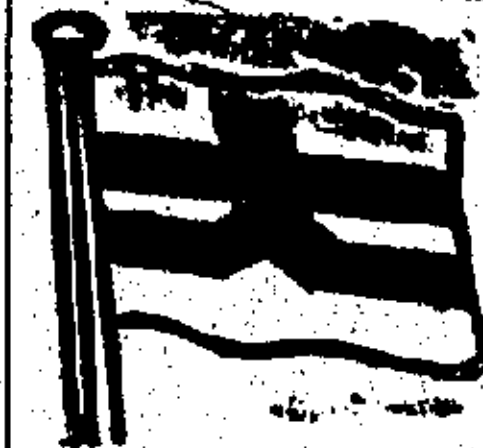
Hongkong, 27th May, 1910.

[663]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.



Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
TACOMA via KEELUNG, MOJI, KOBÉ and YOKO-	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 15th June, at Noon.
HAMA	"PANAMA MARU" Capt.		WEDNESDAY, 29th June, at Noon.
TACOMA via MOJI, KOBÉ and YOKOHAMA			

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	SUNDAY, 29th May, at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOSHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 2nd June, at 8 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

8771

T. ARIMA,
MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at low rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBI-
TION of 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.

Japan Office:
32, WATER STREET,
YOKOHAMA.

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE"

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST
SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VŒUX ROAD.

[537]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND
CALCUTTA.Taking Cargo on Through Bills of Lading to
Bangkok, Madras and Mauritius.

THE Steamship

"GREGORY APCAR,"
Captain S. H. Belsom, will be despatched for the
above Ports on WEDNESDAY, the 1st
June, at Noon.

For Freight or Passage, apply to
DAVID BASSOON & Co., Ltd.
Agents.
Hongkong, 27th May, 1910. [664]

THE AMERICAN AND ORIENTAL
LINE.FOR NEW YORK
(With Liberty to Call at the Malabar Coast)

THE Steamship

"AFRICAN PRINCE"
will be despatched for the above Port on
TUESDAY, the 14th June, 1910.

For Freight and Passage apply to
ARNHOLD, KARBURG & Co.,
General Agents.
Hongkong, 16th May, 1910. [660]

PASSENGERS.

Per Persia, from Mexico, &c., Mr and Mrs
Gompertz, and Miss Locketh.
Per Taming, from Manila, Madames Hend-
son, Gibb, Davis, Lanthier and infant, Misses
Davis, Cherry and Fleming, Messrs Crow,
Sovilla, Baldwin, Gnaner, Diets, Gibb, Raet,
Burton, Roco, Haynes, Johnson and Fleming,
Lieut. Maylan and Dr. Studley.
Per Despatch, from Shanghai, for Hongkong,
Miss A. Donoh, Mr. Corrolli, Rev. Father van
Beche, Messrs W. F. Gilpin, C. Thomas, C.
Bennington, and S. Davies; from Yokohama,
for Colombo, Miss Muspratt; for Brindisi, Mr
Faulkner; for London, Mr and Mrs Buchanan;
from Kobe, for Singapore, Mr Schommepfening;
for Marseilles, Mr G. Fittou and Mr A. Hirst;
for London, Mr L. J. Godfrey; from Shanghai,
for Singapore, Mrs Young, Mrs Mansfield, child
and infant; for Colombo, Mr Middleweek and
servant; for Marseilles, Mr F. Scott; for
London, Miss Norman.

DEPARTED.
Per China, for Venice, Mr E. Hummel; for
Trieste, Baron Las V. Orsay; for Calcutta, Mrs
C. Meslin.

PASSENGERS EXPECTED.
Per M.M. str. Armand Behin, for Hongkong,
Mr Dar Poussee and Mr. Coy; for Shanghai,
Mr. Richard; for Yokohama, Mr. and Mrs
Blondel, Mr P. Wallace and Mr. Baily.

